

DaimlerChrysler

Claims

- 5 1. A force-transmission element (1) for an engine
compartment having an engine, which in the event of an
impact, the severity of which exceeds a certain limit,
is displaced in the engine compartment, the element
being incorporated into a force path introduced into
10 an engine compartment by the impact and having at
least two different levels, **characterized in that**
means are provided, which initiate a transition from
one level to a further level according to the position
of the engine in the engine compartment.
- 15 2. The force-transmission element as claimed in claim 1,
characterized in that the means initiate the
transition when the engine impinges upon a structure
defining the engine compartment.
- 20 3. The force-transmission element as claimed in claim 1
or 2, **characterized in that** the means initiate the
transition when the engine impinges upon an engine
compartment rear bulk.
- 25 4. The force-transmission element as claimed in any one
of claims 1 to 3, **characterized in that** the means
initiate the transition pyrotechnically.
- 30 5. The force-transmission element as claimed in any one
of claims 1 to 3, **characterized in that** the means
initiate the transition through material failure.

6. The force-transmission element as claimed in claim 1,
characterized in that it is arranged in front of the
engine in the direction of introduction of the force.
- 5 7. The force-transmission element as claimed in any one
of claims 1 to 5, **characterized in that** it has two
impact plates (2, 3) spaced at an interval from one
another.
- 10 8. The force-transmission element as claimed in claim 6,
characterized in that bars (5) are arranged between
the impact plates (2, 3).
- 15 9. The force-transmission element as claimed in claim 7,
characterized in that the bars (5) are arranged at a
specific angle to the impact plates (2, 3).
- 20 10. The force-transmission element as claimed in claim 6,
characterized in that the impact plates (2, 3) are
fitted in mountings (4).
- 25 11. The force-transmission element as claimed in claim 7,
characterized in that one impact plate (3) is of two-
part design construction.
- 30 12. The force-transmission element as claimed in claim 11,
characterized in that the two parts (3a, 3b) of the
impact plate (3) are detachably connected to one
another.
- 35 13. The force-transmission element as claimed in claim 12,
characterized in that the two parts (3a, 3b) of the
impact plate (3) are connected to one another by a
separating bolt (6).

14. The force-transmission element as claimed in any one of claims 1 to 6, **characterized in that** it has at least two intersecting bars (5').
- 5 15. The force-transmission element as claimed in claim 14, **characterized in that** the two bars (5') are pivotally connected to one another.
- 10 16. The force-transmission element as claimed in claim 14, **characterized in that** the intersecting bars (5') are connected to one another by a parting bar (6') at one of their outward point ends.
- 15 17. The force-transmission element as claimed in claim 15, **characterized in that** the parting bar (6') is of two-part design construction, the two parts being detachably connected to one another.
- 20 18. The force-transmission element as claimed in claim 16, **characterized in that** the two parts of the parting bar (6') are connected to one another by a separating bolt.